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August 9, 1957

Attention:

Dear Bob,

This letter will reiterate the points we discussed over the telephone on 6 August 1957, concerning Task A.

The dispenser control should be located in the bow position. The basic design for the control box that we discussed in my last visit to your plant has met with the customer's approval. We will not need the interlock switch to prevent firing of more than thirteen (13) clips, since we will now be permitted to fire all clips simultaneously. An override in the cockpit within easy reach of the pilot is again a necessity. It would appear that one switch on the override box would be permissible, even with one engine out, since the two generators on the good engine would permit 600 amps. being drawn for up to five minutes. The remaining 50 amps of the total 650 amp starting load could be drawn from the aircraft batteries. I have been assured that the two aircraft of interest will have two generators on each engine and the aircraft will be wired to carry the maximum current we will draw with all 25 clips running.

The aircraft which will be provided for West Coast flight test will be able to provide the current required to start and run 38 motors without danger to the aircraft. It seems that it may be possible to get an aircraft from an airfield in the Los Angeles area. This would permit you to trial fit the machine to the aircraft.

The customer has again assured me that the fuel tank that was in the bay area has been moved from the bay to an installation in the aft-fuselage.

Sincerely,



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